



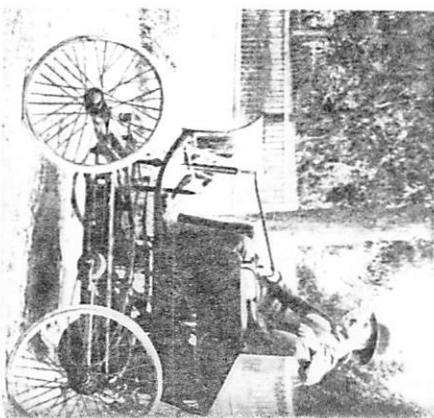
On June 4, 1896 Henry Ford wheeled out from a shed on Bagley Avenue, Detroit the first gasoline auto he built. It was a two-cylinder job which developed 4 hp and could go forward but not backward. It had solid rubber tires and a gong instead of a horn. When the inventor drove it down Bagley Avenue his neighbors were more startled than pleased. Last month, in order to celebrate the Golden Jubilee of the automobile industry, Mr. Ford, now 82, got the old but well-preserved car out of his Dearborn museum and, with Mrs. Ford beside him, posed in it as he had 50 years before.

Mr. and Mrs. Henry Ford sit in the first Ford car, built in 1896



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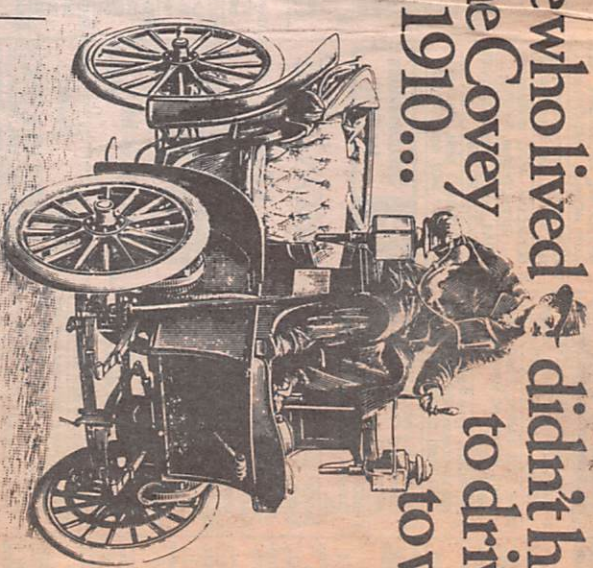
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Elwood G. Haynes of Kokomo designed one of the earliest gasoline-powered automobiles. Haynes tested this auto in 1894.
Collection W. S. Huffman, Kokomo, Indiana

1990
890

People who lived at the Covey in 1910... didn't have to drive to work.



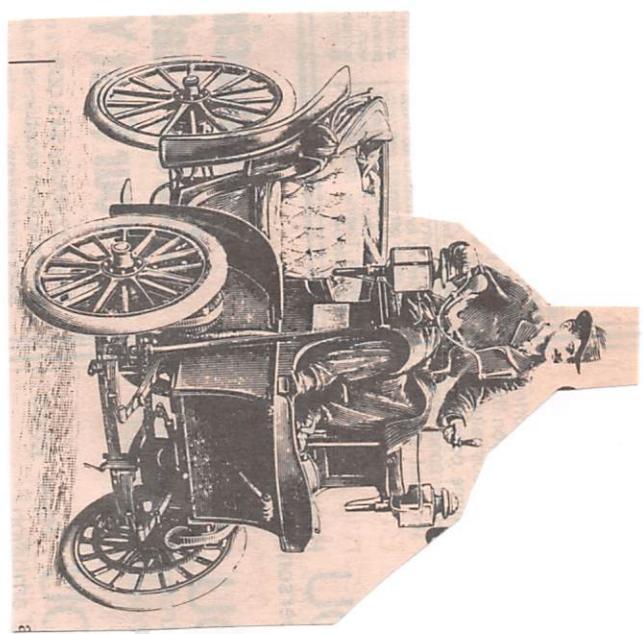
and the quaint charm of Murphy Beds.

Many spacious two-bedroom apartments, up to \$547 monthly, feature a patio and spectacular mountain views. Plus the floorplan of each apartment is unique. Allowing you to create a style all your own.

Visit the Covey today. You may never have to drive to work again.

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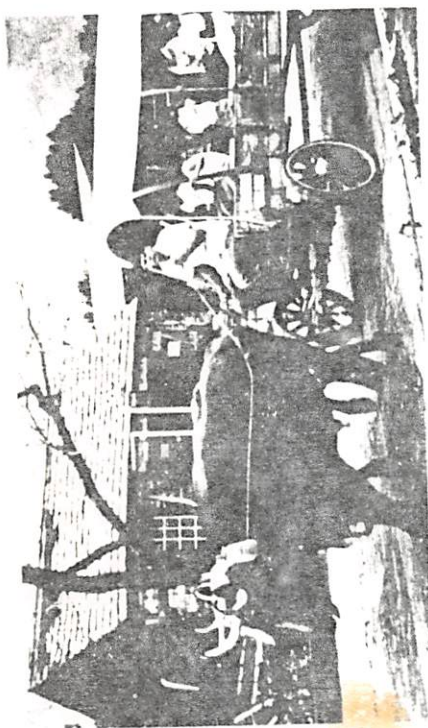


Progress in Transportation

1896 — Travel by ox-team was common when Utah became a State.



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Pre-Brake-Inspection Limousine



Tribune Centennial Photo.

CHUG! CHUG!

'One-Lunger' Got Around

There was a time when an auto ride was not only a luxury, but also an adventure, with no assurance "old Dobbin" would not have to be called on to help bring the "touring party" back home.

This was an Oldsmobile, a "one-lunger," which required the strong arm of the operator or someone else to crank it with a starter located on the side of the car. Later models had the crank in front, before the "self-starter" became common.

This "Olds," an interloper when it was first introduced to the wondering populace as the first automobile of the community, also had no steering wheel, but was steered with a handle, or tiller, to which the driver sometimes held while he ran alongside with his passenger and helped push the vehicle up steep, unpaved mountain roads.

It was the first car to "chug-chug" its way with a chain drive on the loop circle into Wyoming, going from Evanston into Montpelier, Ida., through the Bear lake wonderland, back through Cache valley and home.

There were no brakes, and if

the drive chain should break going down hill it was just "hope for the best." Few serious accidents occurred with the 20-mile-an-hour "speed demon."

The car was purchased by O. J. Stilwell, former Ogden school teacher, bank trust officer and chamber of commerce secretary in Ogden in 1902 for approximately \$750—real money in those days.

First in the West

First Auto Brought to S. L. in 1896

(Submitted by Mrs. Quayle Cannon)

Those were the good old days when gasoline cost only 5 cents a gallon, or 4 cents in large quantities, cars needed no license plates and speed was sometimes even more than 12 miles an hour. But it took three gallons of gas to go 10 miles.

At least that is the reported condition when the first automobile came to Utah.

John A. Silver and his brother Hyrum are accredited with being the first people to bring the "locomobile" to this area. The year, as closely as family history can ascertain, was about 1896.

John A. Silver and a cousin were visiting in New York when they saw the first horseless carriage. Mr. Silver made inquiries, found that the factory was in Hartford, Conn., and that by making an immediate cash pay-

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ment he could purchase one of the new wonders. Arrangements were made and the car was shipped to Utah in crates, "like furniture," the family history described it.

This was about the same time that Hyrum Silver obtained his vehicle. The two were exact duplicates.

Steam-Powered

Creations of inventive genius, the cars were powered by steam, heat for the vapor created by lighting a gasoline flame similar to a gas range. There also was an automatic gauge that indicated the speed, thus enabling the driver to watch his momentum and not go too fast.

Rubber tires were part of the standard equipment and both drivers were mechanics and took care of necessary repairs.

Horses were terrified by the noisy contraptions, but people, too, were often afraid to ride in them.

Horses and Cars

In defense of the modern trend, the following is quoted from The Deseret News of May 19, 1900. It explains that when you stop to admire a view seen from a "locomobile" you do not need to worry about the horses.

"Isn't that lawn laid (whoa, boy!) out nicely? And those (keep still there) flowers, they are simply (confound you, stand still) perfection. But if I had built (ha, you rascal, see, he's got the line under his tail) that house I would have (oh, drat it, we might as well go; that horse won't stand still)."

The hint is that a "locomobile" was no bother when stopped.



UTAH'S FIRST AUTOMOBILE—This "streamlined" vehicle was one of the first two automobiles in Utah. Known as a Locomobile, this horseless carriage was owned by Hyrum A. Silver. The other "first" car

belonged to John A. Silver. The unusual automobiles were powered by steam and were capable of making at least 12 miles an hour. The vehicle was purchased in New York and shipped here in large crates.



GIVE UP?

A Locomobile Top Speed Was 12 MPH

Don't know. Could be . . . could be any place!

But not any time! These pictures belong to an age that has given way to progress. You don't buy automobiles like this any more. In fact, you don't buy automobiles without long time declaration of intention.

This car was one of the first to come to Utah. Demand for motor transportation was not so heavy then. This machine was a Locomobile, operated something like a gas range. It was a steam car. After filling the boiler and the oil tank, you lighted the burner. Steam was in the making. Power plus!

Did 10 miles on three gallons of gas. Ultimate speed, 12 miles an hour. Photograph submitted in Tribune Centennial Pictorial contest by Mrs. William P. Affleck, 100 W. 2nd North st. She is sister-in-law of Hyrum Silver, original owner. He used to be part owner of the old Silver Bros. Iron works.

Man power on bicycles? It can't happen here. But it did! Bicycle built for two was a popular chorus in its time, but this contraption added four verses. Transportation for six! Submitted by A. W. Caine,



Tribune Centennial Photo

whose father owns store where photo was taken. Store was located at 62 W. 2nd South. The younger Caine is at the left in the doorway. That's Royal W. Daynes at right.



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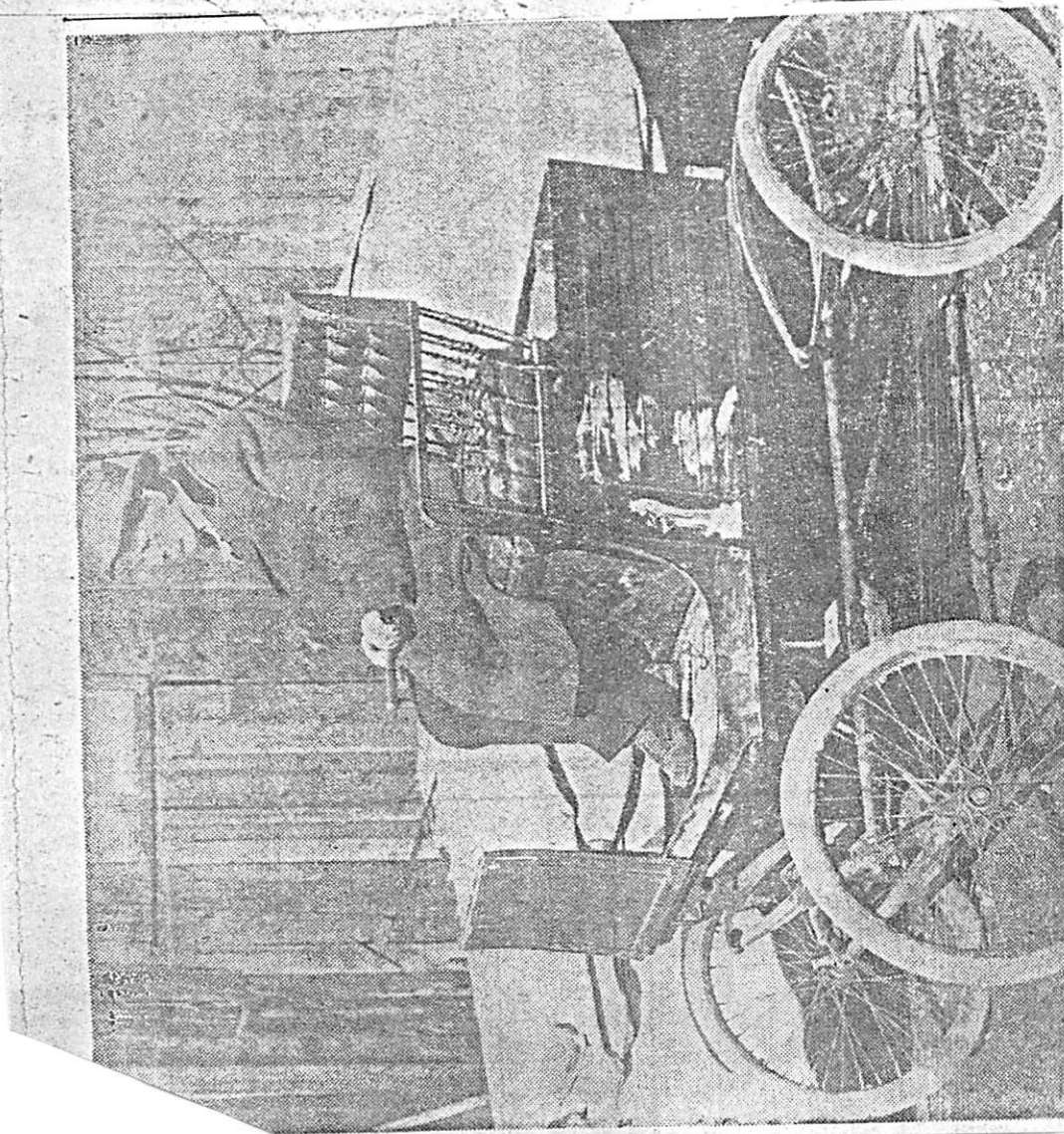
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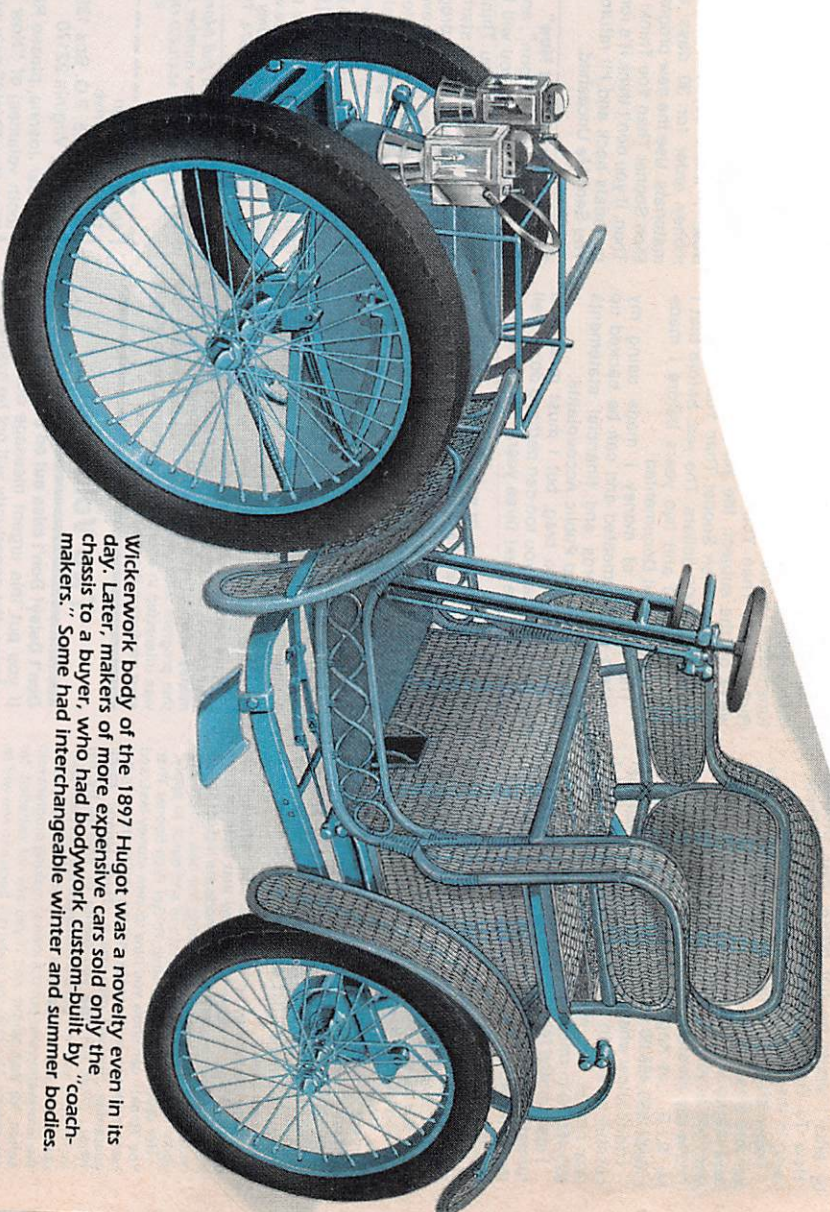
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Wickenwork body of the 1897 Hugot was a novelty even in its day. Later, makers of more expensive cars sold only the chassis to a buyer, who had bodywork custom-built by "coach-makers." Some had interchangeable winter and summer bodies.

Automobile structures have progressed from wood to metal to exotic plastics.

BY MORT SCHULTZ
Illustrations by Pat Ruggero
and George Retseck

PM thanks the patent library of the Motor Vehicle Manufacturers Assn. (MVMA) for its help in preparing this series of articles.

Unlike the first engine and chassis builders, who had no precedents to follow, the first auto body engineers represented an old established craft. It mattered little to them whether vehicles were to be propelled by a gasoline engine, electric power or steam. Their task was the same as in the days of chariots: to construct a conveyance that would carry people.

The body builders contended that if carriages were good enough for horses,

they were good enough for engines. They were even given carriage names—phaeton, brougham, tonneau, landaulet and wagonette.

Don't get the idea that early body engineers were a stodgy conservative bunch. When it came to trying new structural concepts and materials, they were as radical as the engine and chassis guys—so much so, in fact, that practically every body structural tech-

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